

# Midship Section S.S. No 555

Length 420' 0" Bath mid 52' 9" Depth mid to Upper Deck 32' 6"

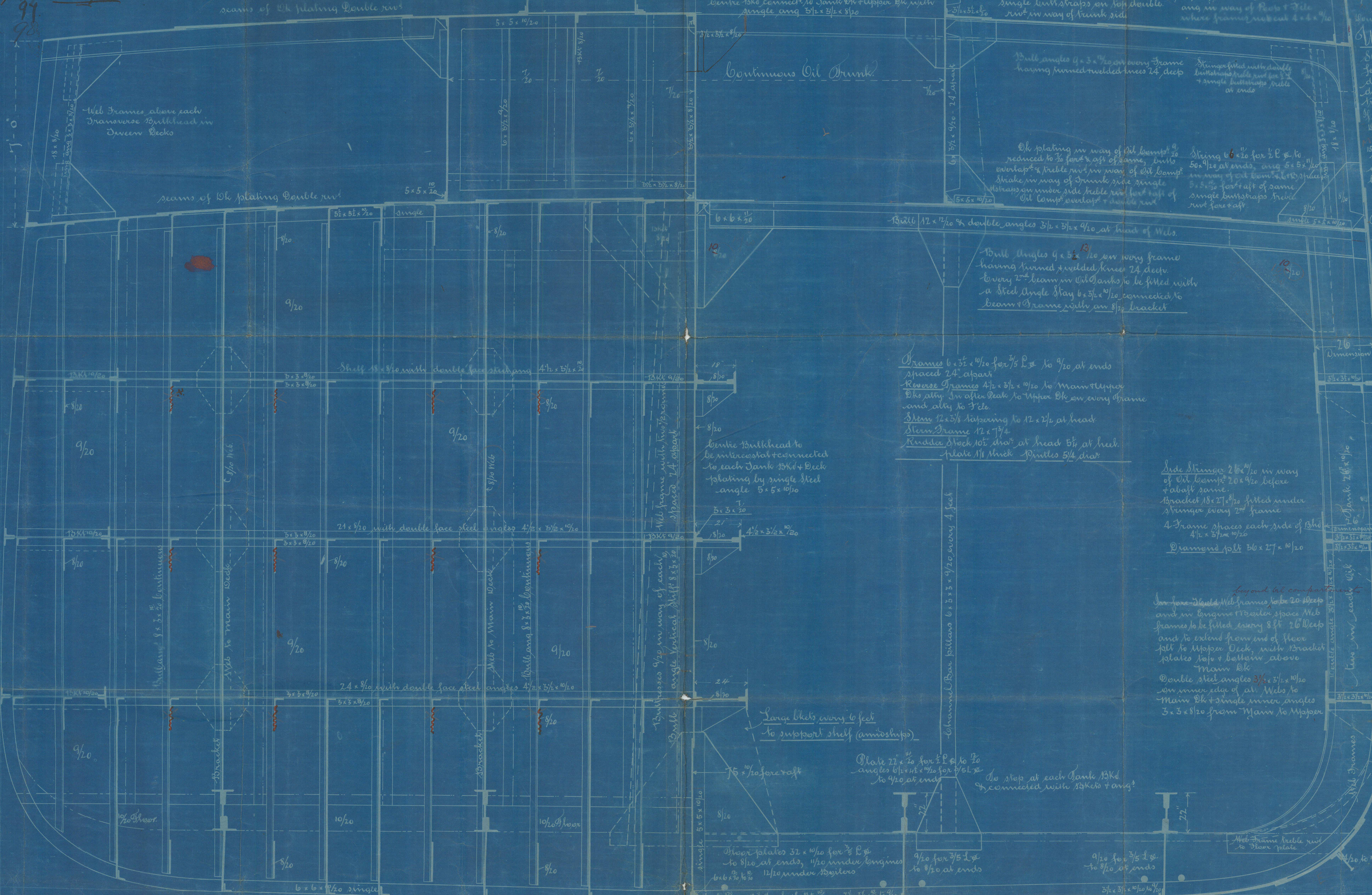
Class 100 L.A. 3 Deck Rule

Scale 1/2" = 1 Foot

Depths in Length to Upper Deck 12.44  
do do Main do 15.71

23. 4. 96  
16. 10. 96  
20. 11. 96  
23. 11. 96  
16. 12. 96  
13. 1. 97  
20. 1. 97  
1. 7. 97  
4. 8. 97  
14. 8. 97  
23. 8. 97  
30. 8. 97  
76. 7. 97

55 72 91  
26 50 57  
33 60  
115 88  
100  
108 88 x 418 0  
455 12  
544 92



5/16 Steel Deck covered with Yellow Pine 5x5 in accordance with File Pl. Pl. Pine 5x5  
Plating Steel 5/16 seams single riveted Butts overlapped double rivet  
Stinger 16x12 for 2 L's to 35' 1/2 at ends, Shell angle 4x3 1/2 to 35' 1/2 from file  
Stinger Bar on Bow Stinger angle buttstraps double riveted  
Stinger is thicker than rest by 1/8" for 100 ft in way of Eng + 150 ft

Shell Angles 4 x 3 1/2 in every frame having turned + welded knees 18 deep  
Beams See Bulbs 4 1/2 x 7/8 in every 2nd frame having turned + welded knees 24 deep

Stinger 6x12 for 2 L's to 50' 1/2 at ends, double buttstraps 1/2" x 1/2" x 1/2" in way of Eng + 150 ft  
Bulbs 12x12 for 2 L's to 50' 1/2 at ends, double buttstraps 1/2" x 1/2" x 1/2" in way of Eng + 150 ft

Double landing  
Solid 5x12  
7/16 x 7/16

Upper Deck  
Sheerstrake 12x12 for 2 L's to 100' 1/2 at ends, double buttstraps 1/2" x 1/2" x 1/2" in way of Eng + 150 ft

Double landing  
Solid 5x12  
7/16 x 7/16

Main Deck  
Sheerstrake 12x12 for 2 L's to 100' 1/2 at ends, double buttstraps 1/2" x 1/2" x 1/2" in way of Eng + 150 ft

Frames 6x3 1/2 for 2 L's to 100' 1/2 at ends spaced 24" apart  
Reverse Frames 4x3 1/2 x 5 1/2 x 10 1/2 to Main + Upper Deck ally in after Deck to Upper Deck on every frame and ally to file  
Stems 12x12 tapering to 12x12 at head  
Stem Frame 12x12  
Knee 12x12 at head 5 1/2 at heel  
Plate 1/2 thick Spills 5/16 dia

Side Stinger 2 1/2 x 12 in way of Oil Comp 20 x 9 1/2 before + abaft same  
Bracket 18x24 fitted under Stinger every 2nd frame  
4 frame spaces each side of Bld 4 1/2 x 5 1/2 x 10 1/2  
Diamond plate 36 x 27 x 10 1/2

Longitudinal frames 20' deep and in engine 13' 6" space 16' frames to be fitted every 8' 26' deep and to extend from end of floor plate to Upper Deck, with bracket plates top + bottom above Main Deck  
Double steel angles 3 1/2 x 5 1/2 in inner edge of all Mils to Main Deck + double inner angles 3 x 5 x 8 1/2 from Main to Upper

Large blocks every 6 feet to support shelf (amidships)  
Plate 22 x 12 for 2 L's to 100' 1/2 at ends angles 6 1/2 x 1 1/2 for 4 1/2 x 1 1/2 to 4 1/2 at ends  
Do stop at each Tank 13Kd + connected with 13Kd + ang?

Shower plates 32 x 10 for 2 L's to 8 1/2 at ends, 1/2 under engine 12 1/2 under 13Kd  
Bulbs 6x6 in Oil Comp 6x6 to 30' 3 1/2 x 3 1/2 to 100' 1/2 at ends  
12 1/2 x 10 1/2  
13 1/2 x 10 1/2  
14 1/2 x 10 1/2  
15 1/2 x 10 1/2  
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100 1/2 x 10 1/2

James Lang  
Dyfford Sands  
Dundee.

\* It is recommended that  
pan headed rivets be adopted.  
Rivets in bulk 3 diameters apart  
two rivets in landing edge through frame  
rivets through frames + plating 6 diameters apart.

See letter  
20/9/97

Landing edges of shell plating from keel plate to Upper Deck sheerstrake to be double riveted throughout  
+ landing in way of Oil Comp to heat 7 rivets in each row between each frame space.

\* See drawing + particulars  
+ riveting + blocked.

Shell plating in way of Oil Comp 20' deep + 13' 6" space 16' frames to be fitted with double buttstraps 1/2" x 1/2" x 1/2" in way of Eng + 150 ft  
+ aft of Oil Comp single buttstraps 1/2" x 1/2" x 1/2" in way of Eng + 150 ft

In line of  
sheerstrake  
doubling  
12 to 1/20  
20  
10 + 8

18 1/2 x 12 1/20

15 1/2 x 10 1/20

14 1/2 x 10 1/20

13 1/2 x 10 1/20

12 1/2 x 10 1/20

11 1/2 x 10 1/20

10 1/2 x 10 1/20

9 1/2 x 10 1/20

8 1/2 x 10 1/20

7 1/2 x 10 1/20

6 1/2 x 10 1/20

5 1/2 x 10 1/20

4 1/2 x 10 1/20

3 1/2 x 10 1/20

2 1/2 x 10 1/20

1 1/2 x 10 1/20

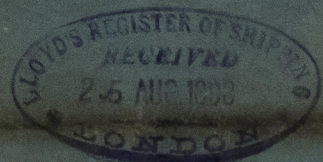
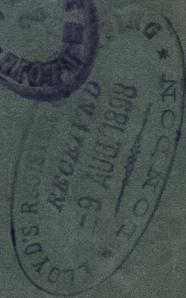
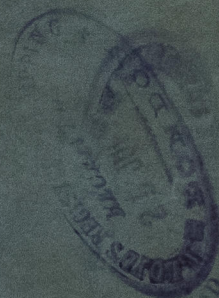
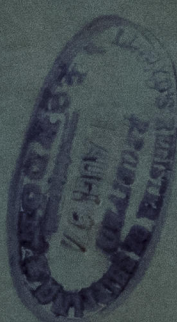
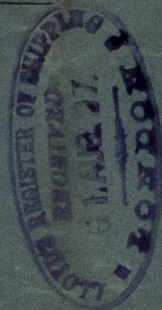
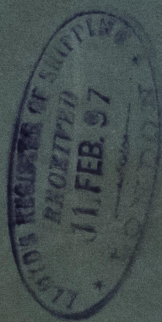


James Laing  
555

Mid Section

"Tuscarora"

Sunderland Report  
No 19342



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